

## AMENDMENTS TO THE CLAIMS

*Please replace all prior versions of the claims with the following listing:*

1. (Canceled)
2. (Currently Amended) An isolation damper pulley attached to a crankshaft of an engine, comprising:
  - a damper unit including a hub having a mounting hole for placement on said crankshaft, an inside cylindrical portion provided to said hub so as to be concentric with a center axis of said mounting hole, ~~[[and]]~~ an annular mass body attached to an outside cylindrical portion provided to said hub via a first elastic member, and a disk portion provided so as to extend radially from said inside cylindrical portion to said outside cylindrical portion;
  - a pulley portion including a cylindrical portion, in an outer circumferential portion of which a pulley groove is formed and which is disposed outside said annular mass body, and a cover portion extending from one axial-directional end of said cylindrical portion in a central direction;
  - a second annular elastic member whose one axial-directional end is fixed ~~to a side of said damper unit~~ an inner face of a radial-inner portion of said cover portion, whose other axial-directional end is ~~fixed to a side of said pulley portion~~ supported by said disk portion, and to which a pre-compression is applied axially; and
  - a pressing unit having a cylindrical fitting portion that is concentric with said center axis and is positioned between an inner circumferential surface of said second annular elastic member and an outer circumferential surface of said inside cylindrical portion, and a pressing portion extending radially from said cylindrical fitting portion, said cover portion being axially pressed by said pressing portion, and said pressing unit applying an axial-directional pre-compression to said second annular elastic member,
  - wherein said cylindrical fitting portion of said pressing unit is axially press-inserted into said inside cylindrical portion of said damper unit so as to be fitted coaxially, and a fixing position of said pressing unit is capable of being

adjusted axially with respect to said inside cylindrical portion of said damper unit.

3. (Previously Presented) An isolation damper pulley attached to a crankshaft of an engine, comprising:

a damper unit including a hub having a mounting hole for placement on said crankshaft, a cylindrical first fitting portion provided to said hub so as to be concentric with a center axis of said mounting hole, and an annular mass body attached to an outside cylindrical portion provided to said hub via a first elastic member;

a pulley portion including a cylindrical portion, in outer circumferential portion of which a pulley groove is formed and which is disposed outside said annular mass body, and a cover portion extending from one axial-directional end of said cylindrical portion in a central direction;

a second elastic member, whose one axial-directional end is supported by said cover portion and to which a pre-compression is applied axially;

a supporting unit having a second fitting portion concentric with said center axis and supporting the other axial-directional end of said second elastic member; and

a pressing unit having a third fitting portion concentric with said center axis, and a pressing portion extending radially from said third fitting portion, said pressing portion pressing axially said cover portion to apply axially the pre-compression to said second elastic member,

wherein said second fitting portion and said third fitting portion are axially press-inserted into each other so as to be fitted coaxially, and an inner fitting portion of said second fitting portion and said third fitting portion is axially press-inserted into said first fitting portion so as to be fitted coaxially.

4. (Original) The isolation damper pulley according to claim 3, wherein said first fitting portion, said second fitting portion, and said third fitting portion are each formed in a cylindrical shape.

5. (Original) The isolation damper pulley according to claim 3, wherein an outer circumferential surface of said third fitting portion is fitted in an inner circumferential surface of said second fitting portion, and an inner circumferential surface of said third fitting portion is fitted in an outer circumferential surface of said first fitting portion.

6. (Currently Amended) An isolation damper pulley attached to a crankshaft of an engine, comprising:

a damper unit including a hub having a mounting hole for placement on said crankshaft, a cylindrical first fitting portion provided to said hub so as to be concentric with a center axis of said mounting hole, and an annular mass body attached to an outside cylindrical portion provided to said hub via a first elastic member;

a pulley portion including a cylindrical portion, in an outer circumferential portion of which a pulley groove is formed and which is disposed outside said annular mass body, and a cover portion extending from one axial-directional end of said cylindrical portion in a central direction;

a supporting unit having a second fitting portion concentric with said center axis, and a supporting portion extending radially from said second fitting portion;

a second annular elastic member, whose one axial-directional end is supported by said cover portion, whose other axial-directional end is supported by said supporting portion, and to which a pre-compression is applied axially between said cover portion and said supporting portion; and

~~a supporting unit having a second fitting portion concentric with said center axis and supporting the other axial-directional end of said second elastic member; and~~

a pressing unit having a third fitting portion concentric with said center axis, and a pressing portion extending radially from said third fitting portion, said pressing portion pressing axially said cover portion to apply an axial-directional pre-compression to said second elastic member,

wherein said second fitting portion and said third fitting portion are positioned between an inner circumferential surface of said second annular

elastic member and an outer circumferential surface of said first fitting portion, and are press-inserted into said first fitting portion without being fitted to each other, thereby being fitted to said first fitting portion, and

a fixing portion of said pressing unit is capable of being adjusted axially with respect to said first fitting portion of said damper unit.

7. (Previously Presented) A manufacturing method for an isolation damper pulley attached to a crankshaft of an engine, the method comprising the steps of:

preparing a damper unit including a hub having a mounting hole for placement on said crankshaft, a cylindrical first fitting portion provided to said hub concentric with a center axis of said mounting hole, and an annular mass body attached to an outside cylindrical portion provided to said hub via a first elastic member;

preparing a pulley unit including a cylindrical portion, in an outer circumferential portion of which a pulley groove is formed and which is disposed outside said annular mass body, a cover portion extending from one axial-directional end of said cylindrical portion and supporting one axial-directional end of a second elastic member, and a supporting means provided with a second fitting portion concentric with said first fitting portion and supporting the other axial-directional end of said second elastic member;

press-inserting axially a third fitting portion of a pressing means into said second fitting portion, the pressing means having a pressing portion opposed to said cover portion and said third fitting portion concentric with said center axis, and fitting coaxially said second fitting portion and said third fitting portion under a state of applying axially a predetermined pre-compression to said second elastic member by said supporting means and said pressing means; and

press-inserting axially an inner one of said second fitting portion and said third fitting portion into said first fitting portion and fitting coaxially said inner one to said first fitting portion at a position where an axial-directional isolation length between an end surface of said damper unit and said pulley groove becomes a predetermined length.

8. (Currently Amended) A manufacturing method for an isolation damper pulley attaching to a crankshaft of an engine, the method comprising the steps of:

preparing a damper unit including a hub having a mounting hole for placement on said crankshaft, a cylindrical first fitting portion provided to said hub so as to be concentric with a center axis of said mounting hole, and an annular mass body attached to an outside cylindrical portion provided to said hub via a first elastic member;

preparing a pulley unit including a cylindrical portion, in an outer circumferential portion of which a pulley groove is formed and which is disposed outside said annular mass body, a cover portion extending from one axial-directional end of said cylindrical portion in a central direction and supporting one axial-directional end of a second elastic member, ~~[[and]]~~ a supporting means that is provided with a second fitting portion concentric with said first fitting portion and ~~supporting the~~ has a supporting portion extending radially from said second fitting portion, and a second annular elastic member whose one axial-directional end is supported by said cover portion and whose other axial-directional end of said second elastic member is supported by said supporting portion;

press-inserting axially said second fitting portion into said first fitting portion and fitting coaxially said second fitting portion to said first fitting portion; ~~and~~

press-inserting axially a third fitting portion into said first fitting portion, a pressing means having a pressing portion opposed to said cover portion and the third fitting portion concentric with said center axis, said second and third fitting portions being positioned between an inner circumferential surface of said second annular elastic member and an outer circumferential surface of said first fitting portion; and

applying axially a predetermined pre-compression to said second elastic member by said supporting means and said pressing means, and fitting coaxially said third fitting portion to said first fitting portion, without being fitted in said second fitting portion, at a position where an axial-directional isolation length between an end surface of said damper unit and said pulley groove becomes a predetermined length.